

## **COWG CONTINUING SAFETY INITIATIVE**

On September 27<sup>th</sup>, COWG had another incident, where a wingtip and aileron was damaged while backing an aircraft into the hangar. Repair cost will be about \$2000. This incident involved cadets assisting with the push back. The primary cause could be attributed to supervision, but there is always more that could have been done. Each incident involves a chain of events. We want to break the chain before it happens.

The immediate response is for crew chiefs and commanders to evaluate their hangar / tie down spaces and procedures to reduce hazards.

- ◆ Are hangar doors clearly marked to indicate fully open?
- ◆ Are wheel line up lines extended far enough?
- ◆ Do lockers, furniture, etc. pose a hazard and reduce maneuver space?
- ◆ Do permanent wheel chocks and guide boards need to be attached to the floor?
- ◆ Do you need to dictate that more than one person is needed for aircraft placement? If so, is there an alternative when only one person is available.
- ◆ Are special instructions posted in the hangar as well as the aircraft information binder? (Keep in mind that someone from another unit may be using your aircraft.)

The past eighteen months has been a dismal period for bending airplanes and exhibiting unacceptable practices within the Colorado Wing. We must increase our emphasis about accident causes and situational awareness in the air and on the ground.

The first step, in this process, was the stabilized approach review. The next step will be a video portraying recent experiences that could have led to or prevented an incident. The continuing process will include greater expectations on check rides, including increased emphasis on ATC and radio procedures. And finally, we want every COWG pilot to record a personal experience that could have led to an incident or prevented one.

All of us have had close calls. I know we tend to keep them to ourselves. Relating those events to others may prevent our associates from closing the gap that could end as an accident. You may chose to keep your experience anonymous, but we do request that you list if you have more or less than 1000 hours flight time and more or less than 10 years flying experience. We expect to receive more than 60 of these experiences. We request squadron commander's assistance to encourage participation. Selected experiences will be published periodically.

Send your experience to Wing Headquarters and designate the recipient as Director of Safety, Director of Operations, or Stan Eval.

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